

# Active Transportation and Livable Communities (ATLC)

## Advisory Group Meeting

Thursday, November 21, 2013 – 1:30 PM – 3:30 PM

Caltrans Headquarters

1120 N Street, Room 2116, Sacramento, CA 95814

## **Meeting Summary Notes**

### **1. Welcome and Introductions**

Alyssa Begley, Office Chief, Office of Community Planning, Division of Transportation Planning, opened the November 21, 2013 meeting and requested introductions from the members present and on the telephone.

### **ATTENDANCE**

#### External Agencies

Alan Wachtel, California Association of Bicycling Organizations (via telephone)  
Bob Planthold, California Pedestrian Advisory Committee  
Jacquolyn Duerr, California Department of Public Health  
Jennifer Armer, Institute for Local Government (via telephone)  
Kenneth Ryan, Mt. Shasta Recreation and Parks District (via telephone)  
Laura Cohen, Rails-to-Trails Conservancy (via telephone)  
Lindell Price, Resident of El Dorado County  
Melinda Coy, Housing and Community Development (via telephone)  
Mitch Weiss, California Transportation Commission  
Natalie Garcia, Strategic Growth Council  
Neil Maizlish, Department of Public Health  
Paul Zykofsky, Local Government Commission (via telephone)  
Stacy Alamo-Mixson, California Department of Public Health  
Wendy Alfsen, California WALKS  
Yan Yin Choy, Office of Planning and Research

#### Caltrans

Alyssa Begley, Office Chief, Community Planning  
Athena Gliddon, Budgets  
Austin Hicks, State Planning  
David Giongco, Local Assistance  
Emily Mraovich, Community Planning  
Gabriel Corley, State Planning  
Keith Robinson, Landscape Architecture  
Kome Ajise, Deputy Director, Planning and Modal Programs  
Laura Quintana, Traffic Operations  
Lauren Prehoda, Legislative Affairs for Melanie Perron  
Nicholas Compin, Traffic Operations  
Paul Moore, Local Assistance  
Stephanie Watts, Division of Mass Transportation  
Tim Craggs, Division Chief, Design  
Tracey Frost- District 3- South Office  
Ursula Stuter, Traffic Operations

## **2. Opening Comments**

Kome Ajise, Deputy Director, Planning and Modal Programs, thanked everyone for joining the meeting.

He announced that the grant application guide is now posted online for Fiscal Year 14-15. Applications are due February 3, 2014. He mentioned that there is a new focus on sustainability in the Partnership Planning and Transit Planning grants. He also announced that there will be a one year hiatus for Environmental Justice (EJ) and Community-Based Transportation Planning (CBTP) grant to refocus those grant programs and improve their delivery. Community-based organizations, non-profits, Native American Tribal Governments, cities, and counties are eligible sub-applicants for the Partnership Planning and Transit Planning grant programs and are encouraged to work with their MPO or RTPA far in advance of the application deadline to develop an application.

Chris Ratekin is now the Branch Chief for Transit Planning in the Office of Community Planning. She'll lead development of Caltrans' High Speed Rail Transit Connectivity program. We applaud her years of dedicated work on behalf of Complete Streets and the Smart Mobility Framework. Chris' former position as Branch Chief for Sustainable Mobility is in the process of being filled.

David Giongco is acting for April Nitsos in Local Assistance and is Caltrans interim contact for the Active Transportation Program.

Lastly, Caltrans' Interregional Transportation Strategic Plan (ITSP) was recently approved by the Director. The ITSP provides guidance for the identification and prioritization of interregional State Highway projects. The ITSP is posted on the System Planning internet site:  
<http://www.dot.ca.gov/hq/tpp/index.html>.

Bob Planthold, California Pedestrian Advisory Committee, asked if the grant money from the EJ and CBTP grant hiatus will be used for other purposes or if it will be saved to double the amount available next year.

Kome Ajise, Deputy Director, Planning and Modal Programs, replied that the money will not be doubled up. Some of the money will go toward reviews which will look at what we've done with past grants and to come up with a more focused program for FY 15-16. Some of the money is being added to the regions capacity this year. Some of the money will also be used to do work towards addressing our new emphasis on sustainability.

Paul Zykofsky, Local Government Commission, asked if the funding amounts for EJ and CBTP grants in the years following the hiatus will be reduced.

Kome Ajise, Deputy Director, Planning and Modal Programs, answered that he is not aware of any expectation of the amount being reduced.

Jacquolyn Duerr, California Department of Public Health, asked if in addition to the review findings, if there will be a public input process to help set the new framework for the grant programs.

Kome Ajise, Deputy Director, Planning and Modal Programs, mentioned that the study will be open and accessible to the public and the ATLC, who will have a say in where the program goes. The intent of the study is to examine if we've met the goals and objectives so the program and to identify any shortcomings.

### **3. Active Transportation Program Update and CTC Guidelines**

David Giongco, Local Assistance, gave a presentation on the [Active Transportation Program \(ATP\)](#). He presented an overview of the program, talked about the status of the Guidelines, touched on the expected schedule, and gave resources.

The ATP encourages increased use of active modes of transportation, such as bicycling and walking. To do this effectively, several existing programs were consolidated. On the federal side, under MAP-21, the Transportation Enhancements, Recreational Trails Program, and Federal Safe Routes to School Program were combined to the Transportation Alternative Program (TAP). California took it a step further and consolidated the State Safe Routes to School Program, the Bicycle Transportation Account, and the TAP to create the ATP.

The ATP funding breakdown was further explained. David mentioned that Local Assistance still needs to sunset the existing programs as this new program rolls out. He also mentioned that no new positions are being added for this program; the work is being absorbed.

Guidelines are still being developed for the program. There is a requirement that the program have a benefit of 25% to disadvantaged communities, which still needs to be worked out in the guidelines. At the December CTC meeting preliminary program guidelines will be discussed and the ATP fund estimate will be presented and adopted. The final guidelines are expected to be adopted by the CTC in March 2014 and the first call for projects is expected in Spring 2014. The major task for Local Assistance is the outreach and training for this new program. They are hoping to reach all twelve districts and hold workshops for potential applicants about the guidelines and the application process.

Bob Planthold, California Pedestrian Advisory Committee, commented that often times the Caltrans Bike/Ped Coordinators focus more on bicycling than walking. He asked what is being done to require that the candidate that will fill the position of Bike/Ped Technical Expert has skills on pedestrian infrastructure and walkability.

David Giongco, Local Assistance, replied that the position is a critical position for Local Assistance and the challenge is to find the right person to fill the vacancy with both bicycle and pedestrian expertise.

Natalie Garcia, Strategic Growth Council, asked if there are any new funds included in the ATP or if it's just a consolidation of existing federal and state funds.

David Giongco, Local Assistance, replied that there are no new programs added. However depending on how you look at, there is a small portion of Recreation Trails funds and a small amount of Environmental Enhancement and Mitigation Program (EEM) funds have been added to the ATP, but the larger amount of these funds went to the Resources Agency.

Jacquolyn Duerr, California Department of Public Health, asked if the EEM funds will be spent mitigating environmental impacts for active transportation projects or will they have a new focus.

Mitch Weiss, California Transportation Commission, clarified that in the past EEM funds went to a separate account to fund the EEM program, now they will stay in the State Highway Account for active transportation purposes.

Jacquolyn Duerr, California Department of Public Health, commented on the difficulty with non-infrastructure contracts. She asked if there is any language in the guidelines about flexibility on non-infrastructure contracts.

Mitch Weiss, California Transportation Commission, shared that there are no guidelines specifically giving relief to this issue. However this is an area that has not been covered enough. He anticipates there will be a sub-group set up for more discussion. Jacquolyn Duerr volunteered to be on that sub-group. David Giongco, Local Assistance, added that there is a meeting scheduled with the Technical Assistance Resource Center coordinators and that Jacquolyn Duerr can be included in that as well.

Laura Cohen, Rails-to-Trails Conservancy, commented that the Recreational Trails Program funding is except from Federal Aid Highway Process, making it easier to spend and to get projects on the ground. She wanted to clarify that even with some of the money now included in the ATP, it doesn't mean that it now has to go through that process.

Mitch Weiss, California Transportation Commission, added that as they draft the guidelines they will need to make sure that they don't put any additional requirements on it. The guidelines will make general statements about needing to comply with all State and Federal requirements and if Recreational Trails Projects are exempted under law then they will not need to further explained because it is in the law.

Wendy Alfsen, California WALKS, asked if application review will include stakeholders with expertise as well as Caltrans staff.

David Giongco, replied that the exact process of evaluation is still being addressed in the guidelines.

Wendy Alfsen, California WALKS, also asked if there was going to be a geographic distribution of the funds.

Mitch Weiss, California Transportation Commission, replied that for the state portion of the funds, there will not be. The geographic distribution is already being addressed in the regional apportionment.

#### **4. Complete Streets Implementation Action Plan Update**

Emily Mraovich, Office of Community Planning, gave a brief update on the Complete Streets Implementation Action Plan (CSIAP) update. Caltrans Deputy Directive 64-R1 is the State Policy on Complete Streets. In 2010 an effort was undertaken to identify actions from every function within Caltrans and compiled into the CSIAP, which can be found on the [Caltrans complete streets website](#). This Action Plan had 73 action items in seven different categories. In June 2013, the CSIAP was determined to be completed with more than three-quarters of the action items complete or having made significant progress. The current effort is to update the CSIAP to re-evaluate the items that did not get done and to include new current items to further incorporate complete streets into everyone's work. Over the summer of 2013, the Office of Community Planning has meet with 26 different functions within Caltrans, including a webinar with districts, to discuss what was completed during the last CSIAP, talk about next steps for complete streets, and determine new items to include in the CSIAP update. As a result we compiled between one to five actions for each

function. Our goal is to have at least 1 action item for each function. We only want to include discrete action items that have an end date so that we can monitor them. So far we have over 100 action items listed in a draft spreadsheet. We would like to share this draft with ATLC to get feedback at the next meeting. We are hoping to have the new CSIAP released by March 2014.

Natalie Garcia, Strategic Growth Council, commented that the next ATLC meeting is in February and she wanted to make sure that ATLC would get a chance to look at the draft CSIAP.

Emily Mraovich, Office of Community Planning, replied that it would be distributed by e-mail from Alyssa Begley prior to the next ATLC meeting for feedback.

Wendy Alfsen, California WALKS, stated that if the comment period was only through email, there would not be opportunity to have a discussion.

Emily Mraovich, Office of Community Planning, agreed that she would put the draft CSIAP on the agenda for the next ATLC so that there could be discussion from the group.

Wendy Alfsen, California WALKS, asked if there were items that may benefit from outside support in which the ATLC could offer that support to make sure they are included.

Jacquolyn Duerr, California Department of Public Health, pointed out that the challenges listed on the [CSIAP Factsheet Summary](#) can point to areas where ATLC could be of assistance. One particular area that stands out is training within Caltrans for complete streets. She suggested looking at a report done by Paul Zykofsky, Local Government Commission, Laura Cohen, Rails-to-Trails Conservancy and Wendy Alfsen, California WALKS, on this very topic a few years ago to determine if the findings are being addressed. Since there have been cuts to staff resources for complete streets the way to expand capacity is through training existing staff.

Wendy Alfsen, California WALKS, added that until the new cross-functional Complete Streets Training Overview course, she is not aware of any other official complete streets training other than Planning Academies. She emphasized that you can only train at a maximum about 200 out of 33,000 people in the six course deliveries over the next year. She feels that ATLC should support the funding and expansion of the training because in person training is very beneficial.

Emily Mraovich, Office of Community Planning, replied that under the training category in the 2010 CSIAP, there were action items to get a complete streets module into the Training Academies for each Division. This effort will be continued in the CSIAP update.

Wendy Alfsen, California WALKS, added that keeping a good tracking system of who is trained would be helpful. In the Senate hearings about complete streets resources, they were saying that everyone had received training. Wendy had testified that that was not the case. She suggested that going back and tracking even the 1-hour trainings, such as in academies, would be helpful.

## **5. CTP 2040 Progress Report**

Gabriel Corley and Austin Hicks, Office of State Planning, gave an update on progress of the CTP 2040. The [CTP Work Plan](#), which is broken into three categories: development, modeling, and committees and outreach, was discussed.

Gabriel Corley, Office of State Planning, discussed the CTP development. He mentioned that the

first draft of the CTP will be released in February 2014 without the modeling component. In October 2014 the final draft of the plan with draft model runs will be released. During that time, there will be a 45 day public review period along with six workshops throughout the state to gain further input from the public and stakeholders.

Gabriel Corley, Office of State Planning, added that so far there have been nine Technical Advisory Committee (TAC) meetings. The TAC has developed three alternatives for the model runs as shown on the [CTP 2040 Scenarios handout](#). In addition, there have been four Policy Advisory Committee (PAC) meeting. The PAC has developed the policy framework as shown on the [CTP Factsheet](#). This includes the vision of sustainability, the six goals, and the policies that support those goals. The strategies and performance measures that support these policies are still being developed. Also, there have been seven public focused groups held around the state. The public participants were contacted through phone or by a craigslist ad. A final summary report of the findings will be available in January 2014. Lastly, there have been four Tribal Listening Sessions held throughout the state. A summary report on these findings will be available as well.

Austin Hicks, Office of State Planning, gave more detail on the modeling component. As shown on the [CTP Work Plan](#), the incorporation of the 2012 California Household Travel Survey (CHTS) data into the California Statewide Travel Demand Model (CSTDm) will be completed in March 2014. For the CTP 2040 scenarios, the CTP team is still developing packages of strategies that will encompass other aspects such as fuel efficiency and vehicle technology. The [PAC Survey Strategies Results](#) handout shows the various packages they are trying to assemble. Information was gathered from an NCHRP 20-24 (59) report and by reaching out to all the MPOs/RTPAs to identify what types of strategies they are incorporating. The PAC determined that they needed to distinguish between what could be assessed within the CHTS model and what could be handled outside of the model. These strategies will feed into Alternatives 2 and 3 to get to the targeted greenhouse gas (GHG) emission reduction goals. A consultant was hired to help assemble these packages, run the model, and help with the analysis so a draft can be released in time for the public workshops.

Jacquolyn Duerr, California Department of Public Health, commented that even if vehicle miles per gallon was at 78, we still would not meet GHG emission reduction goals. She feels that mode shift and behavior change will be the driving factor to reach the targets. She asked if any of the scenarios evaluate injury due to mode shift.

Austin Hicks, Office of State Planning, replied that the model will not project injury. Kome Ajise, Deputy Director, Planning and Modal Programs, added that there will be performance measures that will focus on safety and injuries to reflect relationship and why.

Neil Maizlish, Department of Public Health, further explained that the output of the CSTDm can be input for the Integrated Transport and Health Impacts Model (ITHIM) model, which people are already working on. He mentioned it would complement the CTP effort and offered his assistance.

Wendy Alfsen, California WALKS, asked if the strategies that can be modeled will be limited to the 10% of trips that are work trips or will all trips be included. She also asked if the model will analyze only the primary mode of a trip or if it will account for combination trips.

Austin Hicks, Office of State Planning, replied that the model looks at the most reoccurring travel which will include work trips as well as other trips. He added that the model will account for combination trips. Since this is a large scale model, the State Highway System will be modeled along with major arterials that feed onto the State Highway System, but small local streets will not



be included. The statistical data of all bicycling and walking trips are recorded in the CHTS so those trips can still be accounted for.

Lindell Price, Resident of El Dorado County, wanted to clarify that the model would account for bicycling and walking trips that occur on the State Highway System.

Austin Hicks, Office of State Planning, replied that those trips would be modeled since they occur on a State Route, whereas on local streets the trip would be accounted for, but not modeled.

## **6. Integrated Transport and Health Impacts Model (ITHIM)**

Neil Maizlish, Department of Public Health, gave a broad overview on the [ITHIM and active transport](#). Neil partnered with the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to try to reproduce the London ITHIM to California in the Bay Area. The model integrates bay area data on health and travel via various pathways. It includes four different active transport and low carbon driving scenarios to model the co-benefits of health and GHG emission reduction. The model uses a common denominator called burden of disease which is based on years of life lost or years living with disability, called a disability adjusted life year. The results show that active transport leads to decreases in disease, but an increase in road traffic crashes. Neil points out that safety is the pathway to these other benefits so they are very cognizant of that particular finding. Overall the model indicates that the most effective strategy to health benefits and GHG emission reduction is physical activity and low carbon driving. Unfortunately much of the regulatory policy is on air pollution reduction, which will only have a marginal impact. There is a policy disconnect in that no one is regulating physical inactivity. Next steps include working with County Health Departments and other MPO's teaching them how to run the model to hopefully incorporate it into their SCS's. DPH is also exploring interfacing ITHIM with other planning tools such as Urban Footprint.

Kome Ajise, Deputy Director, Planning and Modal Programs, commented that the ITHIM information is very interesting and relevant, but with time running short, we will move on to the next speaker. Any questions can be addressed to Neil after the meeting.

## **7. Strategic Highway Safety Plan Update**

Ursula Stuter, Traffic Operations, gave a presentation on the [Strategic Highway Safety Plan](#) (SHSP) update. The SHSP has been in existence since 2005, initiated under SAFETEA-LU. Traffic Operations has a spot on the SHSP Steering Committee held by Joan Sollenberger. In September there was an Annual Executive Leadership meeting. Three of the top priorities are to update the plan, which includes improved data collection, to have local regional and Tribal involvement, and to improve the traffic safety culture. There currently is an active structure in place amongst public agencies and other stakeholders through Challenge Areas. California has seventeen Challenge Areas, more than any other state. One specific part of the update will be to evaluate how successful we've been in those Challenge Areas, to see how we can consolidate or become more effective. It is expected that more focus in the update will be on local roads. Under MAP-21, Caltrans is mandated to do a SHSP update. The SHSP is required to be consistent with other transportation plans, and in collaboration with tribes, MPO's, etc. Data is a big issue. We need to collect better data. This update will be data driven and performance based. The target date to have the updated SHSP complete is August 1, 2015 depending on when the regulations come out from the Federal Government. If interested in giving feedback or being a part of the outreach, let Ursula know. Further information with supporting documentation on the SHSP can be found on the following website: <http://www.dot.ca.gov/SHSP/>

Kome Ajise, Deputy Director, Planning and Modal Programs, reminded everyone that this not a Caltrans document, but it is a State of California document.

Wendy Alfsen, California WALKS, commented that as part of the MAP-21 performance measures there are workshops with MPOs to develop performance measures, but no stakeholders are invited. She asked if there will be public workshops in the future.

Kome Ajise, Deputy Director, Planning and Modal Programs, mentioned that the workshop is just staging of what we are anticipating will come from the federal government. It was not the intent to keep stakeholders out, but just to get the public agencies involved in the process together for discussion on how they can work together.

## **8. Open Discussion and Closing Remarks**

Kome Ajise, Deputy Director, Planning and Modal Programs, thanked everyone for their time and adjourned the meeting. The next ATLC meeting is on February 20, 2014.

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## **Caltrans Contacts**

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